

WAAS CH 56248 W17A	APP CRS 173°	Rwy Idg TDZE 889 Apt Elev 892
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RNAV (GPS) RWY 17

WILLIAM R POGUE MUNI (OWP)

RNP APCH - GPS.

Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat C east of Rwy 17-35.

When local altimeter setting not received, use TUL altimeter setting and increase LPV DA to 1206 feet and all visibilities $\frac{1}{2}$ SM; increase LNAV/VNAV DA to 1443 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 80 feet and LNAV visibility Cat C $\frac{1}{4}$ SM, and Circling visibility Cat C $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using TUL altimeter setting.

MISSED APPROACH:

Climb to 2800 direct ACERT and hold.

AWOS-3T 118.325	TULSA APP CON 124.0 338.3	UNICOM 122.7 (CTAF)
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MANON 3500 121° 115°

4 NM HOLD 6000 2800

173° 353°

(IF/IAF) WEDAX 2800 NoPT 263° (5)

(IAF) ZADNO 210K

(IAF) YEKNU 210K 083° (5)

2800 NoPT

173° 2400 (6.4)

(FAF) BLANY

Δ 1156

Δ 2303

Δ 1197

Δ 1267

Δ 1507

Δ 1310

983 Δ

RW17

Procedure NA for arrivals at TUL VORTAC on airway radials 253 CW 358.

TULSA TUL 3500 172° 117.2°

MISSED APCH FIX

ACERT 173° 353° 4 NM

ELEV 892	TDZE 889
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173°

ZL

5799 x 100

35

MIRL Rwy 17-35

4 NM Holding Pattern WEDAX		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 31).		2800	ACERT
6000 ← 353°		173° →		2400	1.7 NM to RW17
GP 3.00° TCH 45		173°		2400	RW17
		6.4 NM		2.9 NM	1.7 NM
CATEGORY	A	B	C	D	
LPV DA	1139- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)	NA	
LNAV/VNAV DA	1376-1 $\frac{3}{8}$		487 (500-1 $\frac{3}{8}$)	NA	
LNAV MDA	1460-1	571 (600-1)	1460-1 $\frac{5}{8}$ 571 (600-1 $\frac{5}{8}$)	NA	
CIRCLING	1460-1	568 (600-1)	1460-1 $\frac{5}{8}$ 568 (600-1 $\frac{5}{8}$)	NA	

SAND SPRINGS, OKLAHOMA

Amtd 1 26DEC24

36°11'N-96°09'W

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